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OXC - 0685

30 June 1960

MEMORANDUM FOR THE RECORD

SUBJECT: Brief Summary of Problem Areas Raised
at OXCART Suppliers Meeting

1. The following is a brief summary of matters requiring follow-up attention raised at the OXCART Suppliers meeting held at Lockheed on 24 June:

a. Lockheed has encountered problems in the titanium area resulting from a lack of knowledge of the effect on titanium of salt deposits from fingerprints in conjunction with certain heat treatments of materials or chlorine solutions used in cleaning titanium, etc. Also, Lockheed reported delays in titanium shipments due to high rates of rejections of materials by quality control inspectors at supplier plants.

ACTION: Lockheed is revising titanium handling procedures as new information becomes available. Mr. Johnson feels that delivery schedules of titanium will improve as suppliers gain experience in producing titanium required in accordance with Lockheed's rigid specifications.

b. Lockheed reviewed weights and is implementing a careful control program to hold down weights. All systems suppliers were enjoined to stress weight control measures in monitoring respective areas of responsibility.

ACTION: Constant review of weights and close monitoring by all suppliers and Project managers.

c. Lockheed reported a slippage in the delivery schedule of an ejector to Pratt & Whitney (from August to October 1960) due to delays in fabricating rings as a result of non-availability of proper material.

ACTION: Lockheed

d. The Minneapolis-Honeywell autopilot and controls program now is about 2 - 3 weeks behind schedule, but the time is recoverable. M-H states that original delivery schedule will be met as a result of an expected improvement in staffing in the M-H personnel area.

ACTION: Project Headquarters: Monitor schedule recovery.

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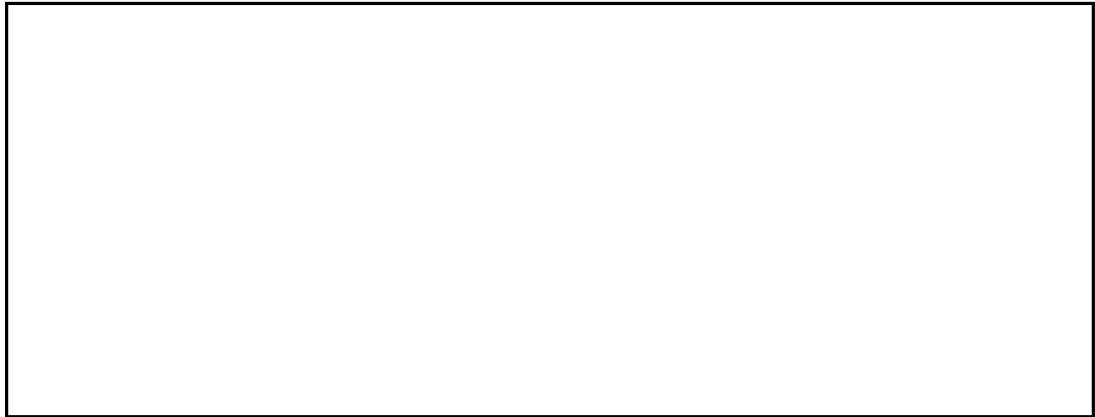
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ACTION: Lockheed, Pratt & Whitney, [redacted]

25X1

f. Weather data, temperatures and pressures, etc. are of particular importance in non-standard day performance areas:

- ACTION: (1) AWS pursue assiduously the collection of data in arctic areas.
(2) Project Headquarters monitor closely Pratt and Whitney performance estimates as data becomes available.

g. Lockheed is concerned about A-12 rendezvous problems relating to refueling tanker aircraft when radio silence is mandatory.

ACTION: Lockheed and Project review [redacted] communications equipment and techniques.

25X1

h. Mr. C.L. Johnson requires B-58 accident data reports.

ACTION: Colonel Geary is in the process of obtaining reports.

i. Lockheed and Minneapolis-Honeywell have an interface problem relating to which organization should furnish cables and connectors for the I. G. system and the airframe.

ACTION: Lockheed is preparing a cost proposal.

j. Lockheed requests that ARC-51 communications equipment required for the A-12 aircraft be procured as GFE by Headquarters. Lockheed suggests that Lockheed's requirements [redacted]

ACTION: Chief, Materiel, DPD

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k. Perkin-Elmer has a problem concerning the stable platform and sensing the vertical reference. Lockheed urges that P & E accept pick-offs from the I. G. system rather than attempt to duplicate inputs.

ACTION: Lockheed must acquire and provide aircraft characteristics data prior to a follow-up meeting with P & E, M-H, and Lockheed. Meanwhile, P & E will continue to review the uncaging platform problem.

25X1 1. A press for fin production must be moved from Convair, San Diego, [] ASAP.

ACTION: C/Materiel and [] are expediting paper work for this movement. 25X1

m. The Perkin-Elmer [] scheduled to commence 18 July requires further coordination with Project Headquarters. 25X1

25X1 ACTION: [] is in contact with [] of P & E regarding tests and test equipment requirements. 25X1

n. Pilots for OXCART should be brought aboard about mid-1961 and available to meet the delivery of A-12 aircraft #3.

ACTION: Project Headquarters coordinate with Colonel Geary, General Flickinger and Lockheed.

o. Mr. Bissell affirmed that A-12 aircraft #3 should be modified as a two-seat aircraft.

ACTION: Mr. C. L. Johnson will submit a cost proposal.

p. Pratt & Whitney still has no solution to problems relating to sudden engine thrust decay when one engine flames out or is shut down during flight.

ACTION: Pratt & Whitney

q. Minneapolis-Honeywell is concerned about temperatures in the inertial guidance system equipment area in the event that a single engine is shut down for prolonged periods during flight. Gyroscopes will cease to function properly unless design specification temperature ranges are met.

25X1 ACTION: [] of Lockheed is to determine if some special cooling can be supplied to M-H equipment on an emergency basis.

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s. Perkin-Elmer reported that BK7 glass for the first flyable camera system was found to be unacceptable. Glass from the test system will be substituted temporarily in the first flyable system in order to meet schedules.

ACTION: Perkin-Elmer, [redacted] monitor glass schedules

25X1

t. Mr. Bissell announced that suppliers should be prepared to support staging operations of short duration from [redacted] or from bases in the Mid or Far East. In this regard, suppliers were directed to review spares, test and support equipment, test site and field organization requirements.

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ACTION: A meeting of supplier and Headquarters support personnel will be held in late July to review requirements. Results of this meeting will be reviewed briefly at the next general suppliers meeting.

u. Mr. Bissell desires to review base site logistics and acceptance SOP's prepared by C/Materiel and [redacted]

25X1

ACTION: C/Materiel, DPD

v. Draft #3 of OXCART Cover Plan was reviewed. Suppliers were directed to submit reports within a month in writing on anticipated cover problems and suggested cover stories relating to respective areas for review by the Project Cover and Security Officer.

ACTION: All suppliers/Cover and OXCART Security Officer

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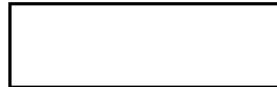
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2. The next regular OXCART suppliers meeting, to be held at Pratt and Whitney, Florida, is being programmed for mid or late August 1960.



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DPD-DD/P

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